

Supplementary Committee Agenda



Overview and Scrutiny Committee Thursday, 16th March, 2006

Place: Civic Offices, High Street, Epping

Time: 7.30 pm

Committee Secretary: Simon Hill, Senior Democratic Services Officer
email: shill@eppingforestdc.gov.uk Tel: 01992 564249

5. LIAISON WITH LONDON UNDERGROUND LTD (Pages 3 - 38)

Attached is the presentation given to the OSC on 16 March 2006 from London Underground Ltd.

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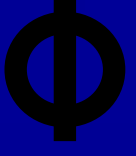
Transport for London
London Underground



**Epping Forest District Council Liaison
Meeting 16th March 2006**

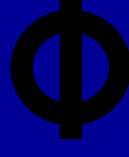
Simon Williams

Operational Capability Enhancement Manager



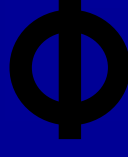
Agenda

- **Hainault to Woodford Service**
- **Epping Car Park Development and Approach Road Cleaning**
- **Epping to Ongar Line**
- **Ticket Selling (Theydon Bois)**
- **Accessibility Programme**
- **Update on Station Modernisation and Refurbishment Programme**
- **Questions and Discussion**



Hainault to Woodford Service

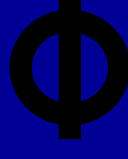
- Board has agreed extension of operating hours as part of next Central line timetable change
- Introduction likely to be in October
- Exact finish time to be confirmed but will be shortly after midnight
- Additional station staff to be provided
- Expensive so hopefully will be well used!



Epping Car Park Development

Cllr Whitehouse

- Working on outline design
- However, has progressed slowly due to:
 - TfL request for car park network study
 - Hatton Cross Planning Inquiry unsuccessful
 - English Partnerships Affordable Housing Study
- Network study concluded only room for max 150 additional spaces without major road alterations
- Concept would involve building a deck on lower level part of car park
- Builders' yard also in LU ownership so could possibly form part of development



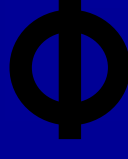






Epping Approach Road Cleaning

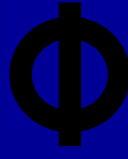
- **Responsibility of Metronet BCV**
- **Cleaners on site at Epping everyday**
- **If specific faults reported then have to be cleared within 3 hours otherwise charged £53 per 2 hours**
- **Embankment between track and fence is classed as track fault and clearance time is 5 days**
- **Have asked Group Station Manager to ensure Station Supervisors monitor cleaning and consistently report faults**



Epping to Ongar Line

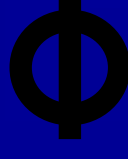
Cllr Wright

- Covered previously (e.g. Tim O'Toole letter to John Scott 28th November 2005)
- **Substantial capital cost:**
 - Power supply upgrade
 - Track and signalling works
 - Extra train
 - Modernisation of stations
- **Operating costs**
- **Not in LU ownership**
- **Critical capacity constraints in central London – priority of Crossrail**



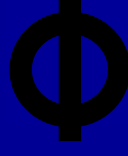
Epping to Ongar Line Demand

- **Based on demand growth rate since closure, 541 extra journeys estimated to be generated**
- **Far below benchmark required to meet investment appraisal criteria**
- **Even ambitious assumption of quadrupling demand to take account of new housing is insufficient to justify investment**



Ticket Selling (Theydon Bois) Cllr Rush

- **Ticket office at Theydon Bois closed due to low demand (also Chigwell, Grange Hill, Roding Valley)**
- **100,000 fewer tickets sold per week at ticket offices due to Oyster card**
- **Member of staff remains at Theydon Bois throughout day to fill machines and provide assistance**
- **Other options:**
 - **Ticket Stop (The Book Shop, 17 Forest Drive)**
 - **Buy a single from the machine and visit ticket office at destination/interchange point to pay correct fare**
- **N.B. Children under 11 travel free from 2nd April if accompanied by an adult**



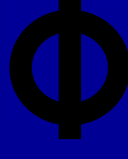
Accessibility Programme

- LU committed to deliver 25% of network step free by 2010 and have plans in place to achieve this
- Recently published plans for 33% step free by 2012 (92 stations), subject to additional funding beyond 2010 - map
- Further plans being developed for Mayor's aspiration of 50% step free by 2020
- More than 7000 frontline staff have had Disability Equality Training
- Station Modernisations are providing improvements such as tactile surfaces, induction loops and contrasting colours

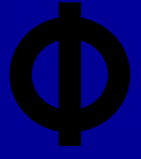


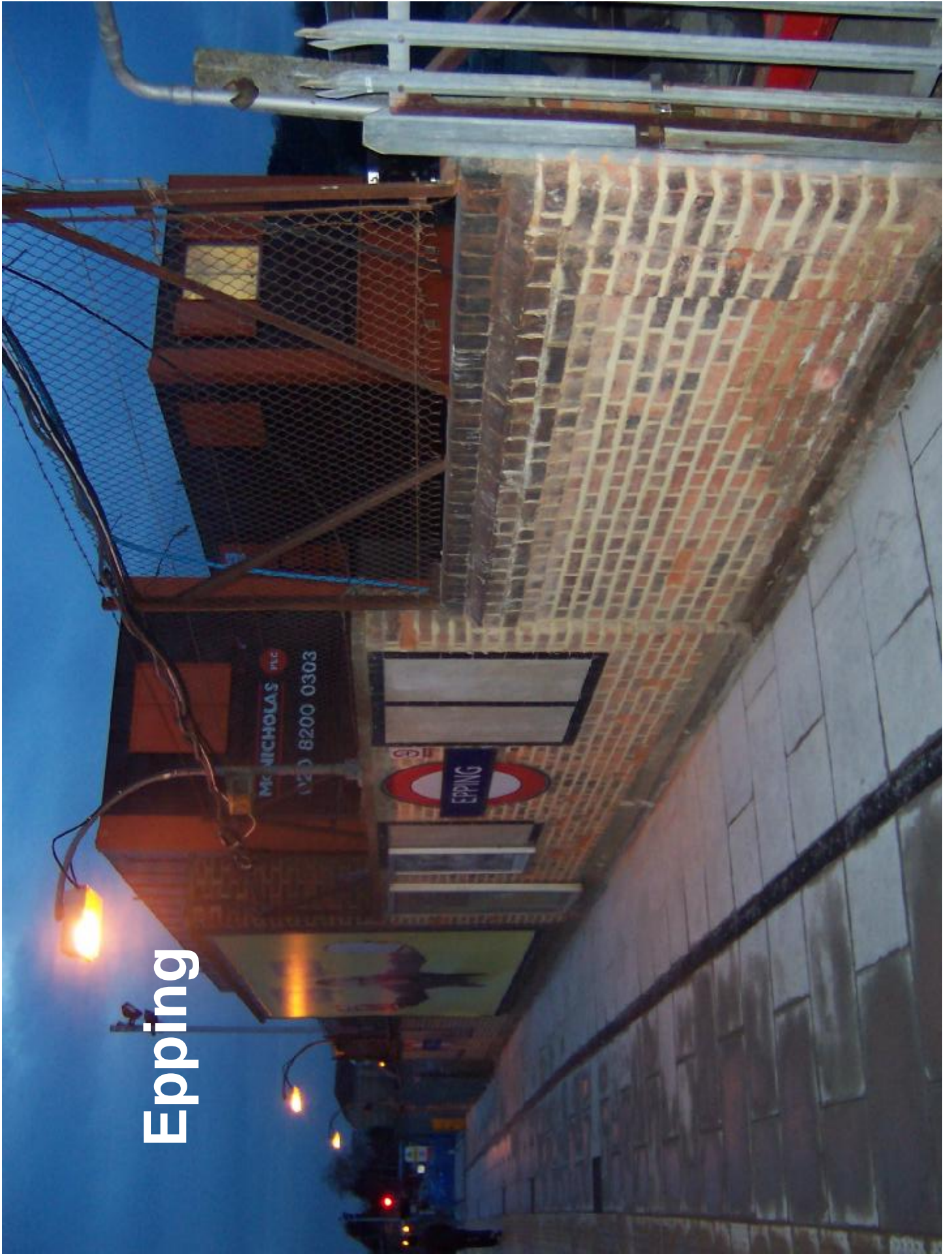
Accessibility – Buckhurst Hill

- **Pre-feasibility study undertaken**
- **Conclusions:**
 - Reopening disused Queens Road entrances would each only provide access to one platform
 - Opposite platform not easily accessed as existing subway has long non-compliant stepped and ramped approaches
 - Major alterations to these would be required and very expensive due to cost of purchasing land
 - Potential need for two new ticket halls
 - Generally would be longer distance, higher cost and greater disruption than installing lifts
- **Decided not to proceed in the 2012 network, though not ruled out for the longer term**



Update on Station Modernisation and Refurbishment Programme





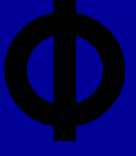






Debden

- Work due to start shortly for completion in 2007

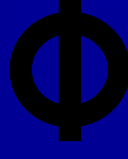


Loughton

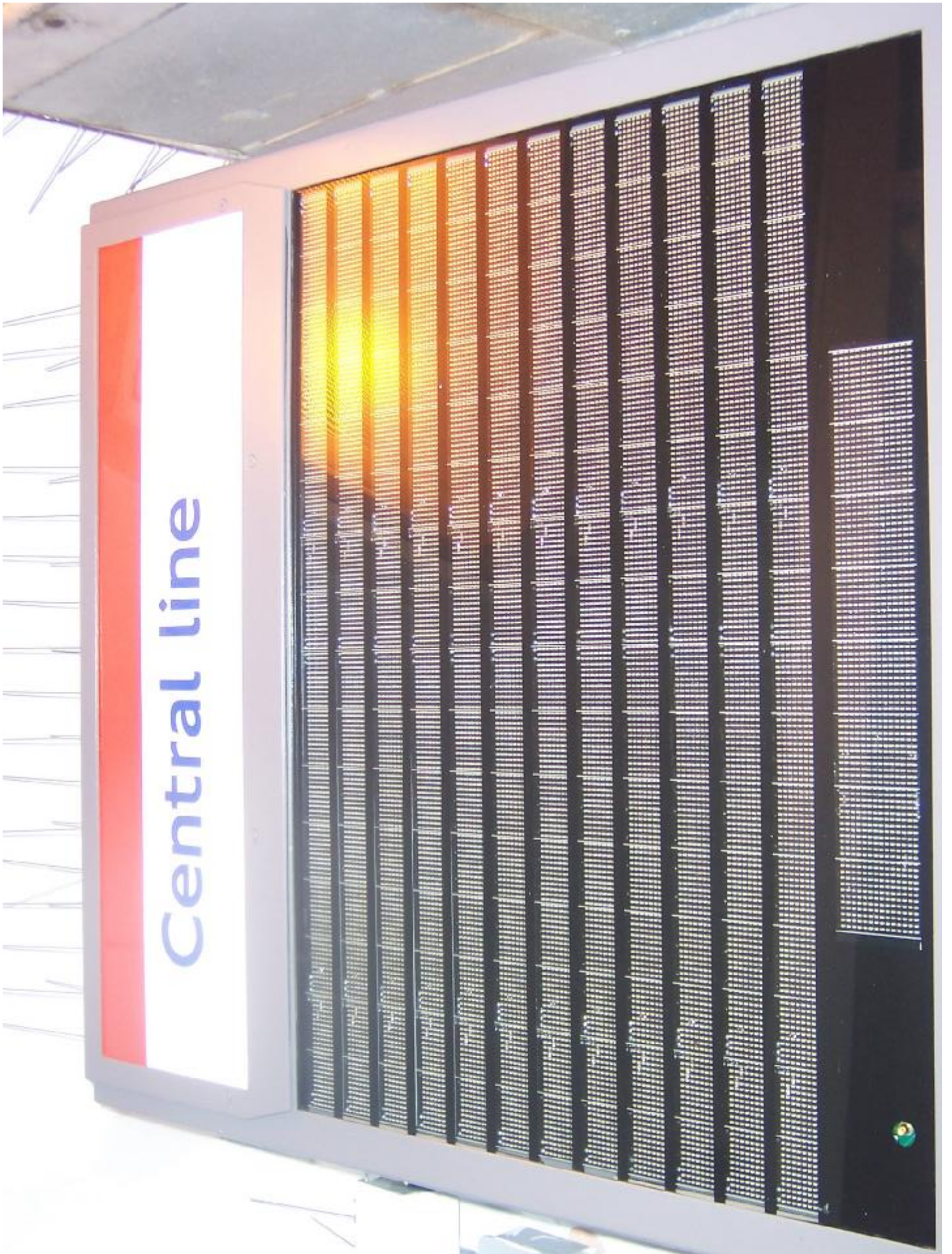


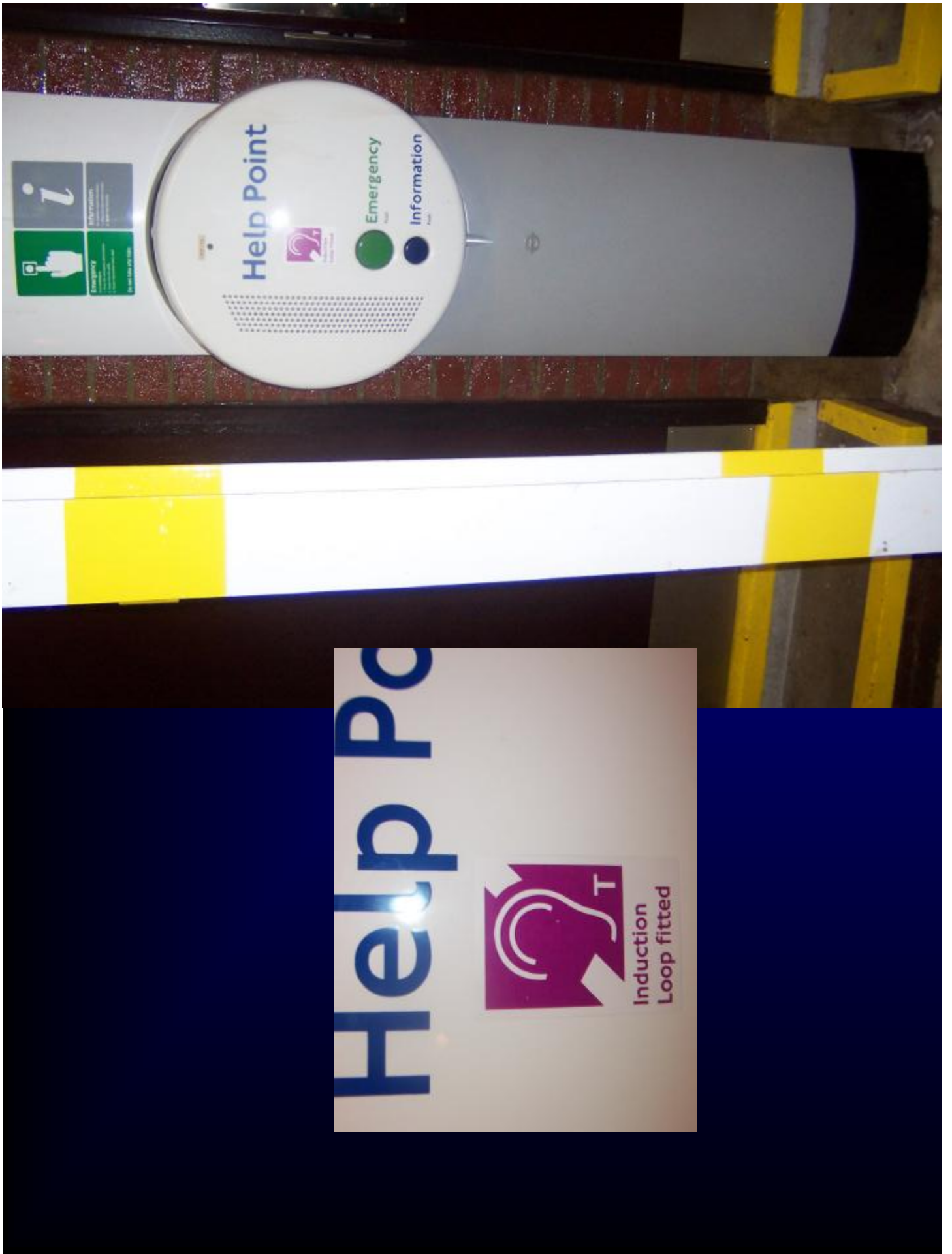
Buckhurst Hill

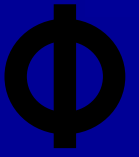
- **Station Modernisation taken out of PPP**
- **Design completed by Metronet but price much higher than expected**
- **Costs being reviewed by Quantity Surveyors**
- **PPP Enhancement due by 2010 which will provide clocks, seats, information, PA, CCTV, Help Points, waiting areas anyway**
- **Next refurbishment due in 2011**
- **Final decision to be taken later in 2006**





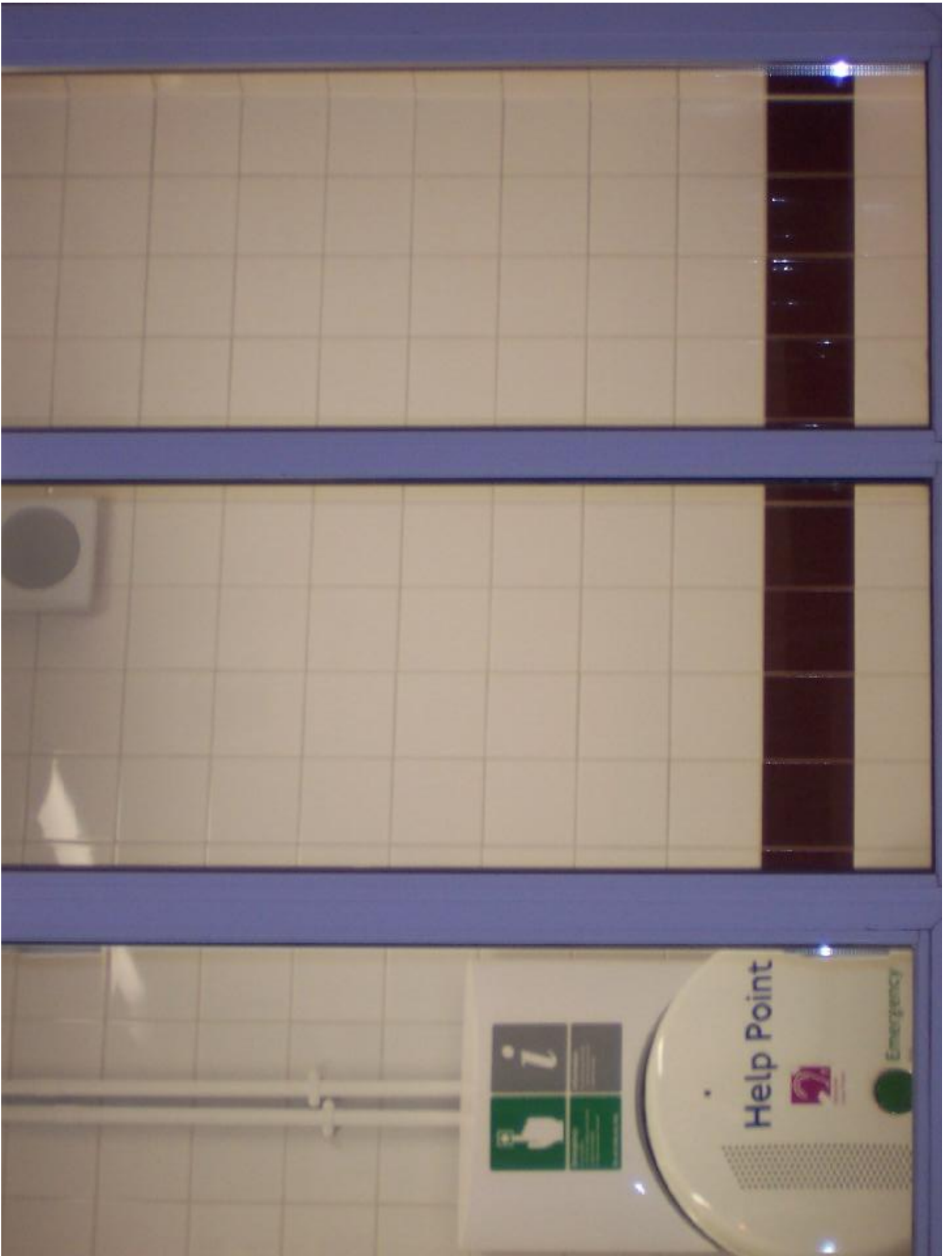


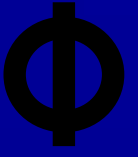




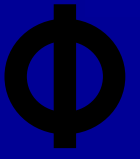


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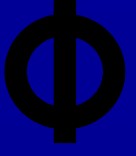
Chigwell





Grange Hill

- Work due to start in 2008 for completion in 2009







Questions and Discussion

